

SECRET

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9 February 1962

SECRET Weekly Review

26 January - 5 February 1962

1. Martinez and Contagist

a. [ ] visited Pratt & Whitney, Florida, between 29 January and 2 February. A trip report is under preparation for the DO/P.

b. On 30 January Perkin-Elmer conducted a C-123 aircraft shakedown flight for the purpose of ascertaining aircraft vibration and handling characteristics in preparation for P-5 camera flight tests.

c. [ ] has been conducting parachute drop tests at El Centro during the 26 January - 7 February period. Live jump tests are being scheduled for mid-February.

d. Engine test time accumulation for the period 24 January through 4 February 1962:

Total engine time	68 hours
Afterburner time	7 hours
D-20 engine time	51 hours
Hot inlet time	4 hours
Hot turbine time	0

(1) Five test stands are in operation with engines FI-113, 115, 116, 118, ID-3.

(2) Engines FI-111, 112, 114 are in assembly for diffuser/burner can modification and inspection. Targeting to test late February.

(3) Engines ID-1 and ID-2 just returned to assembly for incorporation of bill of material heavy turbine blade vibration dampers as a result of a turbine blade failure on ID-2 believed to be caused by the obsolete light weight vibration dampers.

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(4) Primary effort on turbine inlet temperature profile has again resulted in improvement. The number of circumferential hot spots have been reduced from four to two with a spread above nominal of 250°F. A radial profile tantamount to the ideal has been demonstrated. These improvements are due to a reconfigured diffuser case with matched burner cans. With continued repeatability using this interim configuration it is expected that endurance will be initiated in late February.

(5) Although five hours of stable integrated exhaust nozzle control operation have been accumulated on F1-115, testing has been interrupted frequently by other difficulties to be reported verbally as required.

(6) Delivery of production controls from Hamilton-Standard continues to slip. Present deliveries are running six to eight weeks behind schedule. Five units have been delivered so far. Reports indicate that casting quality remains the pacing factor. Hamilton-Standard will be visited next week.

25X1D

25X1A

f. Messrs. [redacted] and Paragovsky visited Lockheed 1 February.

25X1A

(1) A meeting was held with [redacted] Messrs. Johnson and [redacted] for the purpose of reviewing [redacted] status and establishing priorities and work schedules as follows:

25X1A

- |   |              |
|---|--------------|
| (a) Determine spike loading   | Priority # 1 |
| (b) Complete antenna tests  | Priority # 2 |
| (c) Test Westinghouse radar installation                                | Priority # 3 |
| (d) Test full scale model up-right after (a), (b), (c) above completed. |              |
| (e) Put U-2 on pole just prior to start of item (f) below               |              |
| (f) Run U-2 track test in flight (May-June)                             |              |
| (g) Complete 1/3 scale tests - 5 February                               |              |
| (h) Place A-12 #2 on pole and test flight - when available              |              |

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(2) Toured facilities.

(3) In discussing problem areas, Kelly stated the following:

(a) Kelly is worried about the possibility of a union strike this summer. When it was suggested to bring the local union representative for the flag-erecting treatment Kelly opposed the idea because he felt that this indeed would result in a strike rather than avoid one.

(b) A tool maker shortage is critical. At the moment Kelly requires about 120 tool makers.

(c) In equipment areas, additional hot-block equipment and 5-6 spot welders are required as soon as possible. The Air Force is endeavoring to expedite procurement of this equipment.

25X1A

25X1A

(d) Though [ ] has produced about seven good transfer valves, Kelly will contract with [ ] for back-up purposes.

(e) To cope with problems resulting from rapid turnover of personnel, Kelly is conducting schools for new people and is dealing the matter of lead men in his shops where possible.

25X1A

25X1A

1. On 8 February Colonel Beardi, [ ] had a meeting with Mr. Halaby of FAA for the purpose of acquainting him with A-12 flight control procedures and requirements.

25X1A

2. [ ] is preparing a report for the IC/P on his visits to Lockheed during the 26 January 8 February period.

25X1A

3. [ ] is in the process of re-writing the OGCART cover story.

4. Agenda for 9 February Development Branch meeting:

- a. Pratt & Whitney engine/controls status.
- b. Lockheed situation.

JAMES PARSONS  
CH/OP/OPD

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